



*"To Save Time is to Lengthen Life"*

BOSTON ELEVATED RAILWAY COMPANY

MARCH 23, 1912

## CONCERNING CAMBRIDGE AND RAPID TRANSIT

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SEVENTEEN DAYS of ten hours each will be saved EVERY YEAR to every person riding twice daily through the new subway.

On the surface lines the running time is TWENTY-FIVE MINUTES. Underground it is EIGHT MINUTES.

ELEVEN MILLION SEVEN HUNDRED FIFTY THOUSAND DOLLARS have been expended to accomplish this saving.

For EACH MINUTE saved SIX HUNDRED EIGHTY-EIGHT THOUSAND DOLLARS was expended.

Prior to this expenditure there were ALREADY INVESTED four million dollars in the surface lines.

FOUR MILLION DOLLARS more are being expended on the East Cambridge extension over the Charles River dam.

This will make NINETEEN MILLION SEVEN HUNDRED FIFTY THOUSAND DOLLARS the total investment for transportation to Cambridge.

The entire taxable value of all of the property in Cambridge is one hundred and twelve million dollars.

This is ONLY FIVE AND ONE-HALF TIMES greater than the street railway investment.

There are fourteen thousand one hundred and fifty dwelling-houses in Cambridge.

The street railway investment amounts to one thousand four hundred dollars for each and every such house.

No community in the world has an equal investment per inhabitant or an equal investment per dollar of wealth.



## THE NEW SUBWAY

### The Cost:

Cambridge Main Street Subway . . . . .	\$7,400,000.00
Terminal at Eliot Square . . . . .	1,000,000.00
Cambridge Bridge with track and line equip- ment (prop.) . . . . .	600,000.00
Beacon Hill Tunnel connection and equipment . . . . .	250,000.00
Cars and power . . . . .	1,200,000.00
<b>TOTAL EXPENDED BY BOSTON ELEVATED RAILWAY COMPANY . . . . .</b>	<b>\$10,450,000.00</b>
Add cost of Beacon Hill Tunnel, City of Boston, . . . . .	1,300,000.00
<b>TOTAL COST OF CAMBRIDGE SUBWAY AND CONNECTIONS . . . . .</b>	<b>\$11,750,000.00</b>

### The Length:

Subway in Cambridge . . . . .	11,662 Ft.
Right of way on Main Street from subway to bridge . . . . .	359 "
Cambridge Bridge . . . . .	2,039 "
Elevated structure from Cambridge Bridge to Beacon Hill Tunnel . . . . .	678 "
Beacon Hill Tunnel . . . . .	2,486 "
<b>TOTAL . . . . .</b>	<b>17,224 Ft., or 3.2 Miles.</b>
Add length of subway from Harvard Square to Eliot Square . . . . .	1,014 "
Add length of subway used for surface car con- nections . . . . .	1,699 "
<b>TOTAL . . . . .</b>	<b>19,937 Ft., or 3.7 Miles.</b>

#### *(Distances between Stations:)*

Harvard Square to Central Square . . . . .	.97 Mile
Central Square to Kendall Square . . . . .	.96 "
Kendall Square to Park Street . . . . .	1.27 "
<b>TOTAL . . . . .</b>	<b>3.2 Miles</b>

### The Cars:

Length, 69 feet, 2 $\frac{1}{8}$  inches; width, 9 feet, 6 inches; cost \$12,000 each.

They represent a new departure, especially designed for rapid loading and unloading. They are much longer and wider than the cars used elsewhere for similar service, and are provided with three doors on each side; these doors so dividing the side of the car that the greatest distance from any point in the car to the nearest exit is ten feet.

Each car is provided with partitions and sliding doors, so that one end may be converted into a smoking compartment.

In service, trains will be operated of two, three, or four cars. With a two-car train the smoking compartment will be at the forward end running from Harvard Square to Park Street and on the rear end running in the opposite direction.

With a three or four car train there will be two smoking compartments, one in the forward and one in the rear car. An external sign is provided to show the location of the smoking compartment.

All smoking compartments will be separated from the rest of the car by a door.



### The Stations:

The names of the stations given in order are:—

Harvard (Massachusetts Avenue and Harvard Square from Holyoke Street to Palmer Street and Church Street).

Central (Massachusetts Avenue from Pearl Street to Prospect Street).

Kendall (Main Street from Third Street to Pioneer Street).

Park Street Under (Tremont Street and Boston Common).

The lengths of platforms at the stations are as follows:—

Harvard, inbound platform, 320 feet; outbound platform, 283 feet.

Central, inbound platform, 300 feet; outbound platform, 300 feet.

Kendall, inbound platform, 288 feet; outbound platform, 270 feet.

Park Street Under has three platforms, each 350 feet long. The centre platform will be used only for passengers taking the cars. The two side platforms will be used only by passengers leaving the cars. There are connections with the Tremont Street subway.

### The Conveniences:

The stations are provided with telephone booths, news-stands, and toilet-rooms.

The Park Street Under-station is supplied with escalators.

### The Ventilation:

In the Cambridge subway, in addition to the openings into the stations and the subway portals, ventilation is provided by means of six ventilation chambers having sidewalk gratings. These are located along Main Street at Sixth, Portland, and Austin Streets, respectively, and along Massachusetts Avenue at Clinton, Bay, and Remington Streets. At each of the ventilation chambers, provision is made for an emergency exit from the subway.

In the Beacon Hill tunnel the ventilation is to be provided by electrically operated fans just west of Park Street station. The fans draw the air out of the tunnel, and fresh air comes in at the westerly portal and at the entrances to the station at Park Street.

